



STATE ROUTE 73
TRANSPORTATION CONCEPT REPORT
District 12



The Transportation Concept Report (TCR) is Caltrans' long range planning document for each State Highway Route. The TCR provides information regarding route segments, including planned projects and route development concepts for the next 20 years, and existing and forecasted traffic data. Projects identified in the TCR will require environmental and engineering studies before final approval and are subject to change.

California Department of Transportation
Caltrans Improves Mobility Across California

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TCR Table of Contents

TCR Background	1
Executive Summary	2
Corridor Overview	4
• Segmentation	5
• Route Description	5
• History	5
• Toll Roads in Orange County	6
• Land Use	7
• Parallel Alternate Facilities	7
• Transit Service	7
• Bicycle Facilities	8
• Park and Ride Transportation Centers	8
• Context Sensitive Solutions	9
• Complete Streets	9
• California Coastal Zone	9
• Climate Action Program	10
• Local Development / Intergovernmental Review	10
• Future Projects.....	11
• Concept Rationale	11
• Route Concept	11
• Segment Fact Sheets.....	13
Appendix	
• Glossary of Acronyms.....	A
• Table 1.1 Bicycle Facilities.....	B
• Table 1.2 Pedestrian Facilities.....	C
• Table 1.3 Transit Facilities.....	D
• Table 1.4 Environmental Scan.....	E
• MPAH Map.....	F
• Park and Ride Map.....	G

TRANSPORTATION CONCEPT REPORT
STATE ROUTE 73
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR
12-ORA PM 10.00/28.02

ABOUT THE TRANSPORTATION CONCEPT

System Planning is Caltrans' long-range transportation planning program. The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) as it identifies deficiencies and needed highway improvements (Gov. Code §65086). Through long-term System Planning, Caltrans focuses on maximizing total system benefits and on developing a system that meets the goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the Transportation System Development Plan (TSDP). The DSMP provides the goals for the development of the SHS within the whole District, the TCR develops the vision for future development of each route in a District, the CSMP develops the vision for future development of those routes which will require active management using strong partnerships with stakeholders, and the TSDP identifies all of the improvements needed within a District to achieve that vision.

TCR Need, Purpose, and Goals

California needs long range planning documents to guide the logical and predictable development of transportation systems as required by law and as necessitated by public, stakeholder and system user needs. There is a need for a focused planning document for each highway route and its corresponding transportation corridor in the state.

The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR will be developed with the goals of improving mobility, increasing safety, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

EXECUTIVE SUMMARY
STATE ROUTE 73
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR
12-ORA PM 10.00/28.02

State Route 73 (SR 73) originates in the City of San Juan Capistrano at the interchange with Interstate 5 (I-5), traversing northwesterly and roughly parallel to SR 1, I-5 and Interstate 405 (I-405) through the cities of San Juan Capistrano, Laguna Niguel, Laguna Hills, Laguna Beach, Aliso Viejo, Irvine, Newport Beach and Costa Mesa. SR 73 is 18.02 miles in length with the middle section (between Greenfield Avenue in Laguna Hills and MacArthur Boulevard in Irvine) being part of the San Joaquin Hills Transportation Corridor Toll Facility. The existing Level of Service (LOS) for the SR 73 ranges between A and D.

ROUTE CONCEPT

The Level of Service "C" (45+ MPH) standard for SR 73 and other toll facilities is to encourage motorists to use the toll facility instead of a non-toll facility, where the LOS may be significantly worse during peak hours. Motorists will trade the cost of using the toll facility for the travel time savings realized in comparison with using a more congested non-toll route.

CONCEPT RATIONALE

The Route Concept for SR 73 will be to maintain LOS C for toll road segments and LOS D for non-toll segments.

SR 73 will experience increased traffic from regional and interregional growth. Future capital improvement projects will include safety improvements, additional interchanges and roadway widening that will be constructed to complete the build out to the ultimate transportation corridor.

SR 73 serves local and commuter traffic through the cities of San Juan Capistrano, Laguna Niguel, Laguna Hills, Laguna Woods, Aliso Viejo, Laguna Beach, Irvine, Newport Beach and Costa Mesa. SR 73 provides a link that can be used to access the regional and interregional transportation system. In certain segments, SR 73 can be used as an alternate to routes I-5, I-405 and SR 1.

LOS SUMMARY TABLE

Seg	Postmile	Limits	Jurisdiction	2009 Existing # Lanes LOS	2035 No Build # Lanes LOS	2035 Concept # Lanes LOS
1	10.00-11.76	I-5 to Greenfield	San Juan Capistrano / Laguna Niguel / Laguna Hills	6 lanes A	6 lanes C	8 lanes A
2	11.76-16.82	Greenfield to SR 133	Laguna Hills / Laguna Niguel / Aliso Viejo / Laguna Beach	8 lanes A	8 lanes B	8 lanes B
3	16.82-23.43	SR 133 to Bison Avenue	Laguna Beach / Unincorporated O.C. / Irvine / Newport Beach	8 lanes A	8 lanes A	8 lanes A
4	23.43-26.58	Bison Avenue to SR 55	Newport Beach / Costa Mesa	6 lanes D	6 lanes F	8 lanes E
5	26.58-28.02	SR 55 to I-405	Costa Mesa	8 lanes B	8 lanes B	8 lanes B